

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7090

號一十月八年元統宣

FRIDAY, SEPTEMBER 24, 1909.

五拜禮

號四十月九年其港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS—
Sterling.....\$15,000,000
Silver.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Bandow, Esq.
R. G. Barrett, Esq.
G. S. Gubbay, Esq.
W. Helms, Esq.
C. R. Lumsden, Esq.
R. Shallen, Esq.
H. A. Siebs, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per cent. per annum.
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,250,000
ABOUT MEX \$7,222,222
RESERVE FUND.....GOLD \$5,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADEMERE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 3 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

NEDERLANDSche HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).
RESERVE FUND FL. 4,125,000 (about £10,479).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pacalangan, Pasoerossen, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Achess), Gandierron.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 1/2 per cent. on daily balance.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do. 6 do. 4 per cent. do.
Do. 3 do. 3 1/2 per cent. do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHIOFOO, TIENTSIN, KOBE, PEKIN, NAGASAKI, NEWOHWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.
On fixed deposits:—
For 12 months 4 1/2 per cent. p.a.
" 6 " 4 " " "
" 3 " 3 1/2 " " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Köln,
Bayerische Hypotheken und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI Capt. A. T. Cabitt	Noon, 25th Sept.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	About 30th Sept.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA Capt. B. W. H. Snow	Noon, 2nd Oct.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. P. Martin, R.N.R.	About 6th Oct.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 24th September, 1909.

Intimations.

NOTICE.

THE NEW LIQUOR DUTIES. LANE, CRAWFORD & CO.

HAVE NOT advanced their price of Liquors
AND
WILL NOT do so until their existing stocks are exhausted.

REGULAR RETAIL CUSTOMERS
will be supplied at old rates until further notice.

WHOLESALE QUANTITIES
CANNOT BE SUPPLIED.

LANE, CRAWFORD & CO.

Champagnes, Sherries, Madeiras, Ports, Burgundies, Claret, Hocks & Moselles, Brandies, Gins, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants,
15, Queen's Road Central.
Hongkong, 1st September, 1909.

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRIZE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,365 Tons, "FATSHAN" 3,365 Tons, "KINSHAN" 3,365 Tons, "HEUNGSHAN" 3,365 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 188 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamer "Linton" and "Sanul". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 26TH SEPTEMBER, 1909.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 6 P.M.
Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909.

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD,
Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and
Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

Telephone, 112. Telegrams "Astos."

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"DERFFLINGER"..... Capt. E. Zecharias	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL. BOURNE	"PRINZ SIGISMUND"..... Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA AND KOBE	"CORLENZ"..... Capt. H. Raeger	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd September, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	Costa	27th Sept., P.M.
MARSEILLES, VIA PORTS	POLYNESIM	28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	Tourane	11th Oct., P.M.
MARSEILLES, VIA PORTS	QCRANIER	12th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to
P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.
Hongkong, 22nd September, 1909.

MESSAGERIES CANTONNAISES.

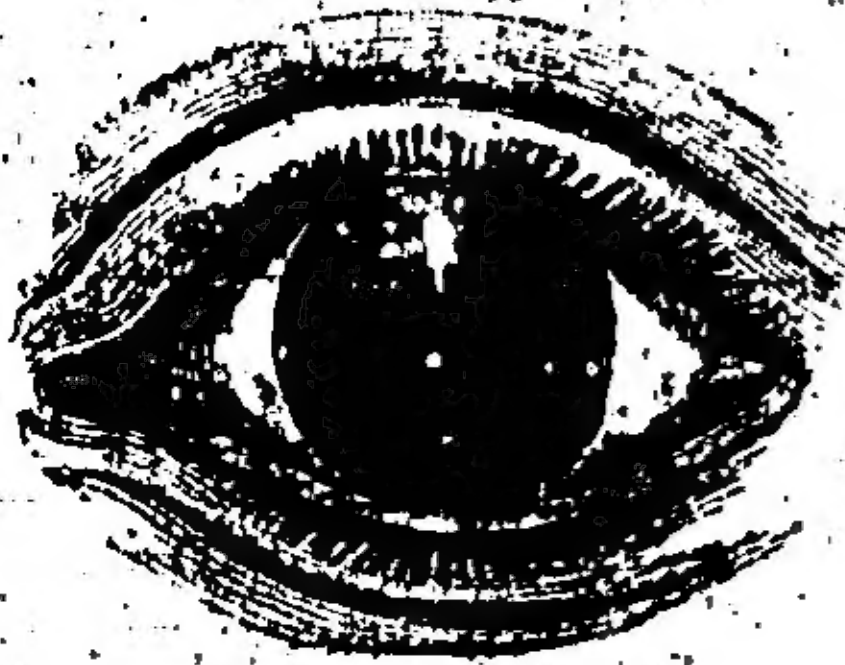
FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 1 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamou.
For further particulars, please apply to the COMPANY'S OFFICE at Shamou, Canton, or to their Agents
BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Detective Sight," free.
LONDON, 1, John Street, Bedford Row, W.C.
SINGAPORE, 59, Bealick Street.
SHANGHAI, 166, Nanjing Road.
HONGKONG, 10, North 4th Street.

Intimations.
THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 22.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,350,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 20th March, 1908.

To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909.

TO LET.

158, PRAVA EAST.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 22nd September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
Apply to—
THE COMPAGNIE DÉPARTEMENT, E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 20th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAVA EAST, BLUE BUILDINGS, and No. 169, Des Vœux Road next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, Des Vœux Road Central, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vœux Road, Central,

Hongkong.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free

Hongkong, 29th June, 1904.

DR. M. H. CHAUN,

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY

14, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1909.

WHAT IS!

HOW WE GOT STOPS AND LETTERS.

"Io" is the Latin word for an exclamation of joy, and our note of admiration is nothing but this old word arranged in rather different fashion—thus I over O. Just as simple is the origin of our interrogation mark. Quæstio is the Latin for question. But this word was too long to insert bodily, so became abbreviated to its first and last letters Q over O. In one European language—Spanish—both these signs are used at the beginning, instead of at the end of a sentence. The Spaniard will tell you that this is in order to prepare anyone reading aloud to take the proper tone.

Another sign which we use every day in writing, and which we probably never consider the origin of, is O/O, meaning per cent. This is also extremely simple. Oo stands for centum, or hundred. A line drawn between the two o's gives the exact meaning of "through a hundred," "per" being the Latin for "through."

PUNCTUATION CAPITALS AND ITALICS. In some early English manuscripts there is no punctuation at all, no capitals, and no italics. Yet some system of punctuation was known to the Greeks 20 centuries ago. It was not, however, till the introduction of printing that punctuation became usual. The Mantuan firm, of Venice, first employed it, about the year 1490. The first English book in which all the stops we use to-day appeared is Sir Philip Sidney's "Arcadia," printed in 1587. Capital letters came into use about the same time.

Towards the end of the 15th century a book was written upon the art of reading a printed book. There were at the time so many abbreviations in use that learning to read was a much more serious matter than it is to-day. The famous Venetian printer, Aldus Manutius, invented italic letters, which gained their name from his dedicating them to the Italian States. In this way he got rid of most of these abbreviations. The first book in which italic appears is the Aldine "Virgil," printed in 1501.

People who are unable to write, generally append the mark of a cross—X—as their signature. This custom, which has come from very early times, was not originally confined to illiterate persons. The Empress Justinian decreed that the sacred symbol appended to any document should have the force of an oath. So, for centuries it was the practice for those signing any writing to make the cross mark before signing.

ORIGIN OF THE ALPHABET.

Our alphabet probably had its home in Crete, and is a good deal older than was once imagined. Professors Arthur Evans and Flinders Petrie unearthed a few years ago in Crete, an alphabet which dates from at least 2000 B.C., and may be a good deal older. It was found among the remains of the wonderful palace of King Minos, on a series of clay tablets. Without any doubt, the letters are those from which our present ones were derived. The Cretan letter O, for instance, is identical in shape with the modern O. So are the letters N and I; while many others are very similar in form to their counterparts of 1900.

The Phœnicians—so constantly mentioned in the Bible—had an alphabet similar in many respects to the Cretan. With them, each single letter had a special meaning. A, for instance, did not stand for "ass," as it does in the modern spelling book, but meant "ox;" B or "beth," as they called it, meant "house;" E—always pronounced by them in Cockney fashion as "he"—implied "window;" F was a peg or hook.

NUMERALS CAME FROM ARABIA.

Our numerals of to-day came from Arabia, and were brought by the Moors to Spain. They were originally geometrical figures—I, J, L, and so on—each figure up to 9 having in it as many straight lines as it implied numbers. In course of ages they have come to be written in their present form. Nations who had not this simple system were reduced to using letters for numerals. Many more letters were used than those at present employed in Roman notation. H in mediæval Roman stood for 200, G for 400, and —over G for 400,000. In those days N was 90, and 90,000 when a line was drawn above the letter. In Phœnician, T, meant 160; while Q was 500.

Intimation.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in this by all Chemists, etc., everywhere.



WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- | | |
|--|--|
| 1. A CONE point upwards | Indicates a Typhoon to the North of the Colony. |
| 2. A CONE point upwards and DRUM below | Indicates a Typhoon to the North-East of the Colony. |
| 3. A DRUM | Indicates a Typhoon to the East of the Colony. |
| 4. A CONE point downwards and DRUM below | Indicates a Typhoon to the South-East of the Colony. |
| 5. A CONE point downwards | Indicates a Typhoon to the South of the Colony. |
| 6. A CONE point downwards and BALL below | Indicates a Typhoon to the South-West of the Colony. |
| 7. A BALL | Indicates a Typhoon to the West of the Colony. |
| 8. A CONE point upwards and BALL below | Indicates a Typhoon to the North-West of the Colony. |

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

- | |
|---|
| I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony. |
| II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony. |
| III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment. |

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. FINE, Observer.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE-CHAMPAGNE.

STONE GINGER BEER.

PALATABLE AND REFRESHING.

Watson's FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [18]

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 24, 1909.

SINGAPORE.

AS A NAVAL BASE.

Mr. D. I. Macquay writes a long letter to the *Times* traversing an article in that journal, on "An Imperial Cruiser Squadron." It was recommended that Canada should make the Pacific Coast the sphere of her naval supremacy. But the nearest British port is 6,000 miles away at Hongkong, the route being commanded by Japan and America. He writes:—

The connection of the Canadian Fleet with the rest of our naval forces would therefore be entirely dependent in war on the good will of the only Power who, for very many years at least, can possibly threaten her Pacific coast. In a war with the United States, a Canadian fleet, placed as you suggest, would be at once isolated. In a war with an East Asian Power, the naval defence of the west coast of North America can best be carried out by a fleet operating from Singapore and Hongkong. In any other war (in which Canada's Pacific coast of shipping near it would not be threatened) her fleet would be disadvantageously placed for rapid support of any other part of the British naval forces.

Your suggestion for a cruiser squadron connecting, and manœuvring with, the South African, Australian, and Canadian Pacific Fleets, is eminently sound in principle. But, owing to the very weak basis from which you start—the immediate creation of weak, scattered naval units—it is surely too wide and loose for practical application. A cruising range of 14,000 miles would evidently entail enormous expense, and very "intermittent" training, especially as regards the terminal units. Your cruiser squadron would also occasionally run the risk of isolation with the Canadian unit. The method you advocate would again be better applied if the Canadian naval forces

were in the Atlantic, not the Pacific. The Canadian Fleet could then manœuvre with their natural war comrades, the Atlantic Fleet and Cruiser Squadron; whereas, the squadron you suggest could devote its attention to the Australasian and South African units. This would secure cheaper and more constant training and better strategic disposition of the total Imperial naval forces. I suggest that this strategic disposition would be still further improved if the connecting fleet were based on Colombo and Singapore. A fleet so placed, while it could manœuvre with the Australasian and South African units, would itself occupy a strategic position of the first importance, both as regards the Pacific and the protection of all our Far Eastern and Australasian trade.

SINGAPORE THE KEY OF STRATEGY.

The Singapore position is, indeed, the key of our modern strategic problems. A strong fleet—not merely a cruiser squadron—in the North Indian Ocean would deal directly with the Pacific problem, inasmuch as it affects the West Coast of Canada, the Australasian Provinces, and India. It would evidently simplify the Indian problem, especially if balanced by expeditionary forces in the self-governing provinces. And in conjunction with these forces, it would as evidently nullify the reciprocal influence of the Indian, Pacific, and European problems on each other. I have discussed this matter in a recently issued pamphlet, I treat the whole question, however, from a somewhat different point of view to that which you take. You lay down as a principle already established, that the British naval development of the future will be on lines of local navies. This is very possibly the policy of the future. But does that necessarily mean that it should be the immediate policy of the present? You insist that the first step must be the creation of local fleets. Here it is that many will think you fail. Colonial fleets, for many years at least, can only be extremely weak naval units, badly placed strategically, and wasteful as regards both local and Imperial defence.

The question, as I look at it, is this. During the time which must elapse until colonial resources in money and in naval personnel can be sufficiently developed to admit of the maintenance of local fleets of practical value, and during which the Empire in general can devise some method of co-ordination of central and local naval control, could not the initial efforts of the Colonies, if combined with the resources of India, be utilized for the solution of present strategic problems and in such a manner as to establish a basis for the naval evolution of the future? The first step necessary, I suggest, is not the creation of insignificant local navies, but the concentration of colonial effort, as regards construction, on an amalgamated fleet so placed as to give real protection to all British territory touching the Pacific or Indian Oceans. At the same time, the development of colonial resources in naval personnel should be proceeded with as rapidly as possible.

THE INFLUENCE OF INDIA.

The one naval position in the world which satisfies modern conditions of colonial and Indian defence is not "European seas" or on any colonial shore, but in the North Indian Ocean. It is there that we should create a supplementary Imperial Fleet—not only as a defence, but as a preventive of war. The efforts of the Colonies should be supported by the resources of the Mother Country and of India. What form this support might take, and how Colonial and Indian interests can be balanced, I have discussed in some detail in the pamphlet referred to. I will not trouble you with my suggestions here, further than to point out that, as India is a strategic factor of the highest importance in the Empire it is vain to expect any reasonably correct solution of any general problem of Imperial defence, even naval defence, without very carefully weighing her influence on our strategic requirements and resources. Of India you make no mention whatever in your scheme. The influence of India on Imperial defence is even greater than it is on any other matter of the interior economy of the Empire; she herself furnishes one of the gravest problems of Imperial defence, and one that has a very aggravating effect on other modern problems. This alone is a reason why she may justly be called on to assist in bearing the increased burden which these modern problems make necessary. Moreover, from a strategic point of view, how can any efficient scheme be devised, if the self-governing provinces are alone considered? Without India, at least half the Empire is strategically disjointed. Any scheme which merely considers the disjointed parts will be as loose as to have little practical value. For instance, your neglect of India, and the influence she could have on the defence of the West Coast of Canada, accounts to a large degree for the looseness of the scheme you have proposed.

Emphasis should be placed on the fact that there is nothing in a policy of concentrated effort to-day which precludes a future policy of local navies, when the resources of the Colonies are more suited to the maintenance of naval forces. Twenty years hence it may be desirable and practicable to develop such a policy to a far greater extent than is at present advisable. Local fleets working on a strong pivot will be a very different thing to the weak unconnected forces possible to-day. The first thing to do is to establish the pivot. A battle fleet based in the North Indian Ocean is a supplementary pivot evidently required east of Suez. With that established, we can look with some equanimity on the next twenty years, and easily evolve, as you suggest, "some progressive plan of action not merely suited to the requirements of the hour, but such as will lead the way in time to systematic and efficient combination for naval purposes throughout the world."

LOCAL AND GENERAL.

CABLE communication with Macao is interrupted.

MESSRS. McAlister and Co. have received advice from the manager, Ragalla Estate, that the crop of dry rubber for the month of August is estimated at 1,100 lbs.

WITH his wotted enterprise Mr. Moo Cheung has brought out a fine photograph of the group at the Viceroys' luncheon on the occasion of the Governor's recent visit to Canton.

FINES of \$30 and \$5, respectively, were inflicted on two shop-keepers of Jardine's Bazaar at the Police Court this morning for using false scales. Inspector Gourlay prosecuted.

TWENTY-FIVE dollars was the penalty Venug Yik Po, a passenger on the *Shan Lai*, had to pay for importing 194 rounds of shot gun ammunition and five boxes of caps without a licence.

At the Criminal Sessions this afternoon, a unanimous verdict of "Not guilty" was entered in respect of one of the prisoners in the piracy case and he was accordingly discharged. With regard to the other prisoner, the jury found him guilty of receiving goods and was sentenced to two years' imprisonment with hard labour.

THE prisoner who was discharged by the Chief Justice at the Criminal Sessions yesterday as the result of an application for a writ of *habeas corpus*, was re-arrested shortly after his release and appeared at the Magistracy this forenoon on a charge of armed robbery on the 27th January of last year within the jurisdiction of China. Mr. Otto Kung Sing appeared for the prisoner and the case was remanded.

It was at Lagos, and the jury were waiting to be sworn in, when it was discovered that there wasn't a bible in the place. Messengers were sent out to try to procure one, but with no success. At last one came back with a book and a message from the owner that it was the nearest he had to the Bible and that probably it would do. The jury were solemnly sworn upon it, and they afterwards convicted five negroes. The book was "The Sorrows of Satan."

CANTON DAY BY DAY.

APPROPRIATION FOR THE NAVY.

[From Our Own Correspondent.]

Canton, 23rd September.

It has been reported that the Canton Government has promised to appropriate a sum of three hundred thousand taels from the Provincial treasury towards the funds for the re-organisation of the Chinese navy. It is now learnt that the Canton Government undertake to provide a like sum of money for a period of four years commencing from this year to make up the total of one million two hundred thousand taels as Kwangtung's contribution towards the re-constitution of the navy, besides a sum of two hundred thousand taels to be remitted to Peking annually for its maintenance. The Viceroy has given instructions to raise the required amount from the various official departments to be ready for remittance to Peking when due.

EX-PROVINCIAL TREASURER.

On inquiry it is ascertained that the ex-Acting Viceroy of Canton, H. E. Wu Seung Lum, did not leave on the 2nd instant as reported, though his departure was announced to take place on that day and his luggage had been taken on board the gunboat in the morning ready to be sent to Hongkong en route for Shanghai. H.E. Wu's sudden postponement of his departure was on account of indisposition. He has been under medical attendance for over a fortnight and is now gradually improving. H.E. Wu will not leave here until he has completely recovered.

APPOINTMENTS.

A rumour is current in the official circles here that the present Commander-in-Chief of the Land Forces in Kwangtung, Chun Ping Chik, will probably be given the appointment of Governor and that the Brigadier General, Ng Chung Tat, will be appointed his successor.

SERIOUS CHARGES AGAINST CHINESE WOMAN.

CASE AT THE MAGISTRACY.

At the Magistracy, this morning, serious charges were brought against a Chinese woman of the under-world, residing at No. 9, Wanchai Road. The charges were (1) Obstructing a policeman (Sergeant Appleton) in the execution of his duty with intent to prevent the lawful apprehension of one Tam Pak at No. 9, Wanchai Road on the 23rd inst. and (2) receiving the sum of \$200, knowing the same to have been stolen. The story shortly stated is that some time ago, a Bank draft of a certain sum in Bonham Street was discovered to be missing, and suspicion fell on a friend of the woman, who is alleged to have visited defendant and frittered away the money on her. The woman appeared in the Police Court this morning and the case was remanded.

INTERPORT SWIMMING CARNIVAL.

V. R. C. AQUATIC.

FIRST DAY.

The Victoria Recreation Club held their annual aquatic sports, yesterday at the Club's enclosure. The day turned out to be an ideal one and the first day's fate of the meeting was an unqualified success. The Club building was well decorated with bunting, the credit of the pretty effect being due to Mr. C. Leabird, Steward of the Club. To provide additional accommodation for the large number of spectators present galleries were erected on the praya wall and the slipway while a lighter moored westward effectively enclosed the water at the same time as it provided increased accommodation.

This is the first year that an Interport swimming contest has taken place in the Colony and the enthusiasm which the meeting evinced fully justified the fixture which, it may be hoped, will be made an annual event.

The most interesting events of the day were the two yards Interport Championship, the honours of which went to Hongkong first and second places, and the Half-mile Interport Championship which was won after a splendid race by R. W. MacCabe of Shanghai, C. J. Cooke (Hongkong) being second. The handicap events of the Club were very good throughout, all the finalists being excellent. The only event of the day which could not be decided by the judges in the High Dive, the merits of which were considered by Mr. G. A. Caldwell (Hongkong) and Mr. P. Fowler (Shanghai). The point of variance between the respective judges was the application of the rules. It was contended by the Shanghai Captain that the National Association rules should prevail, while the Hongkong judge held that local conditions should apply. According to the former contention D. H. Cooke (Shanghai) should receive the award; and by the application of the latter standard the verdict should unquestionably go in M. A. R. Souza's favour. As the judges could not reach a decision, it was referred to the Committee, of whom a meeting will be held to arrive at a satisfactory award.

The officials were:—President: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; Chairman: Mr. A. R. Ellis, A. J. V. Ribeiro, F. L. d. Rosa, P. C. Fenwick, R. Silva, C. Bonji and H. J. White. 2 H. C. Sayer (Capt.) A. S. Ellis, W. G. Goggin, M. A. R. Souza, F. J. Barretto, H. W. Petersen, A. A. Alves, W. J. Carroll. The winning team won easily.

HALF-MILE INTERPORT CHAMPIONSHIP. R. W. MacCabe (Shanghai) 1 C. J. Cooke (Hongkong) 2 F. S. Rose (do) 3 Time: 16 minutes 21 secs. Eleven competitors started in this event and to h parties were well represented as follows:—Hongkong: C. J. Cooke, J. M. R. Pereira, E. C. S. Rose, A. V. Barros, W. Duck and P. Fowler. Shanghai: R. W. MacCabe, D. H. Cooke, C. W. Mayne, J. Robinson and P. Fowler.

Shanghai's nominations were their crack man (R. W. MacCabe) and G. J. Robinson, the others entering the water, apparently, because of the strong representation Hongkong put in. The visiting Captain never seriously attempted to contest the honours, swimming the breast stroke for the first length only and giving up the race when he reached the red tape. From this stage onwards he was keenly watching and directing his men, evidently placing amply justified confidence in MacCabe to carry the blue ribbon for the Northerners.

All started off well. MacCabe, D. H. Cooke, and Pereira took the lead, with the rest all in a bunch behind. MacCabe, of Shanghai, kept on increasing his lead length by length. In the third length many dropped behind and MacCabe was in front with Rose, second and C. J. Cooke and Robinson together following. This position was maintained till the sixth length, and soon C. J. Cooke came level with Rose, with Robinson close behind. After this there was no doubt as to the issue of the race. Hongkong's hopes waned and MacCabe's lead assured. In the finishing length, Cooke sprinted to catch MacCabe but his Northern opponent was too good for him. MacCabe put on a grand spurt and finished in fine style, quite four yards ahead of C. J. Cooke. This swimmer was enthusiastically cheered by the spectators and as he entered the enclosure met with a spontaneous popular ovation. The honour was well deserved.

SECOND DAY.

Beautiful weather again favoured the second day's events at the Victoria Recreation Club this afternoon. The same keen interest was shown by the large concourse of spectators and some good sport was provided during the afternoon. Following are the results up to the time of going to press:—

HURDLE RACE, HANDICAP. (Members only) 4 Heats.

1ST HEAT. J. M. R. Pereira 1 R. A. Carvalho 2 Time: 49 secs.

2ND HEAT.

R. C. Wittell 1 A. V. Barros 2 Time: 46 secs.

3RD HEAT.

F. L. Rosa 1 The others did not finish.

4TH HEAT.

A. J. V. Ribeiro 1 A. H. Carroll 2 Time: 53 1/5 secs.

PLUNGING INTERPORT CHAMPIONSHIP.

F. M. R. Pereira (57 ft.) 1 R. C. Wittell (57 ft. 2 in.) 2 P. Fowler (Shanghai) (55 ft.) 3

BOYS' RACE. 2 Lengths Handicap (Open to all boys under 15 years of age).

J. Oniz (Owes 13 secs.) 1 L. Souza (Owes 7 secs.) 2 Time: 52 1/2 secs.

TEAM RACE, Shanghai vs. Hongkong.

8 men a side. One length. Hongkong won by about five yards. Time: 50 4/5 secs.

A HEAVY PENALTY.

\$820 FINE FOR FALSE WEIGHING MACHINES.

An extremely smart discovery was made on board the *Fukui Maru* the other day, for which credit is due to Inspector D. Gourlay (Inspector of Weights and Measures). It appears that shortly after the arrival of the Japanese steamer, the inspector boarded the steamer and in the course of an examination discovered that a number of the weighing machines on board were false. There were seven machines altogether, of which four were found to be short-weight. There was a consignment of Japan coal to the order of Messrs. Hughes and Hough which were being discharged from the ship after being weighed in the false instruments; which, however, were soon detected by the experienced eye of Inspector Gourlay, who at once took possession of the machines and arrested the party responsible for them. This morning, the latter appeared before Mr. F. A. Hissland (First Police Magistrate) who imposed the maximum penalty of \$820 on the delinquents.

THE MERCANTILE BANK OF INDIA, LIMITED.

INTERIM DIVIDEND DECLARED.

We are informed by the local manager, that he is in receipt of telegraphic advice from his London Office that an interim dividend of 6% per annum free of income tax will be paid on the A & B shares of the Bank for the past half year to 30th June, 1909.

THE BUTLER WRIGHT CASE.

FORMAL PROCEEDINGS.

In the absence of Mr. H. H. Fox, acting Consul-General, Mr. Giles, vice-consul, presided at H. B. M. Consular Court at Canton yesterday, when formal proceedings were opened in connection with the case in which Mr. W. Butler Wright, late chief accountant of the Canton-Kowloon Railway (Chinese section), is charged with the alleged misappropriation of certain funds of the Railway administration. The charge was preferred by Mr. Frank Grove, engineer-in-chief, who alleges that accused did, "on the 12th September, 1908, and again on 30th December, 1908, transfer without authority from his official account standing in the name of the Chief Accountant of the Canton-Kowloon Railway in the International Banking Corporation at Canton, to his private account in the same Bank the sum of \$5,000 and \$3,000 as is shown by the Bank statement," and he further charges the accused with fraudulently embezzling the said sum of money, the property of his employers.

After formal evidence had been taken the case was remanded until the 27th inst., at 10 a.m., bail being allowed in two sureties of \$10,000 each.

Mr. Wright is at present lodged at the Victoria Hotel, Shamcen, in charge of a petty officer from a British gunboat, in the absence of the Consular constable.

THE HABEAS CORPUS CASE.

MAGISTRATE TAKES EXCEPTION TO CHIEF JUSTICE'S JUDGMENT.

At the conclusion of the Criminal Sessions this afternoon, Mr. C. I. Alabaster drew the attention of the Chief Justice to a certain paragraph of the judgment delivered by His Lordship yesterday in the case in which an application had been made for a writ of *habeas corpus*. It may be remembered that in June last, a Chinaman was arrested on charges of armed robbery and murder in China. On August 10th, after "unimpeachable" remands, prisoner was discharged on the charge of murder. The Court on that occasion sat within the precincts of the gaol and not in the customary Court. Immediately after he had been discharged and while still in custody at Victoria Gaol he was re-arrested on the charge of armed robbery. His Lordship held that the proceedings were not in order and accordingly discharged the prisoner.

Mr. Alabaster said that the paragraph to which objection had been taken was the one which said: "Apparently the second remand was in order that another warrant should be served upon defendant," etc., and that the word "warrant" should not have been used, as a result of which the magistrate felt rather hurt. The Chief Justice expressed regret that any misunderstanding should have been caused and agreed to amend the paragraph in question.

After some discussion, Mr. Eldon Potter, on behalf of the prisoner, applied for an adjournment for further argument. The application was granted and the question will be considered in Chambers.

THE FILIPINOS IN HAWAII.

The exchanges bring us two very interesting contributions to the discussion caused by the importation of Filipino labourers to the sugar plantations of Hawaii, says the *Manila Times* of the 20th inst. The *Seattle Post-Intelligencer* sees in it a benefit for the Philippines in that the process will serve to train workmen for the plantations of the future here in its comment on the matter. "The Filipinos who go to Hawaii will probably develop greater industry than they even exhibited at home, and a considerable share of them may become valuable labourers." Incidentally, it is quite probable that the knowledge that they will obtain of modern methods of cultivating sugar cane will help toward the enlargement of the sugar-growing industry in the Philippines, when the Filipino labourers return home after a few years' employment in Hawaii. Referring to the above statement the Commercial Adviser of Honolulu had the following to say: "The Filipinos have already developed greater industry here than they ever did at home. They are accounted good workmen. The same is true of the Porto Ricans and the Azoreans. Climatic reasons have something to do with this; better pay has much to do with it; but an important reason is that there is a busy environment here—that is, as compared with the home environment of the insular Latio. The motto of most tropical countries is never to do to-day what can be put off until to-morrow, but Caucasian energy has changed all that, at least in the conduct of industrial enterprises. There is a contagion in work as well as in idleness; and a Filipino at home surrounded by lazy and shiftless neighbours, is a very different man from the Filipino in the whirling sugar mills and bustling cane-gangs of Hawaii. The change wrought among the Portuguese who have been here a long time can best be observed by men who visit the Azores and compare them with the people they left behind. And the same is true of more recent comers, the Porto Ricans. There is probably a great deal in what both these newspapers have to say, but for our part we would prefer to see our workmen kept at home and developed here to those better things that they have shown themselves capable of."

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

DISTURBANCE IN KIANGSI.

DISTRICT CITY HELD UP.
[By courtesy of the "Sheung Po"]

Nanchang (Kiangsi), 23rd September.
There is a rising in the I-chun district, in the Province of Kiangsi.

The rioters have held up the district city and attacked the garrison.

The casualties in wounded on the part of the Imperialists are few in number; there is a shortage in the food supply of the city.

A telegram has been sent to Governor Kuang U-kwai urging the despatch of reinforcement.

NAVAL REORGANISATION.

CANTON'S CONTRIBUTION.
[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Viceroy Yuan Shu-hsun of Canton has agreed to contribute in the Naval Reorganisation Funds a sum of Tls. 300,000 and a yearly grant-in-aid of Tls. 150,000.

A telegram to that effect has been despatched to the Ministry of Finance.

TUNGKUANSHAN MINES.

AGREEMENT TO CANCEL CONCESSION.
[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Great Britain has agreed to cancel the Tungkuanshan mining concession subject to the payment of compensation to the concessionaires.

THE NAVAL COMMISSIONERS.

ARRIVAL AT HANKOW.
[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Prince Shun and Admiral Sah, Naval Commissioners, arrived at Hankow yesterday. They visited the Hanyang arms factory.

THE MANCHURIAN AGREEMENT.

HIGH OFFICIALS' DISSATISFACTION.
[By courtesy of the "Sheung Po"]

Peking, 23rd September.

Almost all the high officials in Peking lay blame on H. E. Liang T'ung-yen, president of the Waiwupu, for the unsatisfactory nature of the agreement relating to the Three Eastern Provinces.

THE OPIUM TRAFFIC.

ARREST OF A CHINESE SYDN V. MERCHANT.

For some time past the police have been vigilant in detecting cases of opium traffic, and on Tuesday night Sergeant O'Dea, of the Regent-street Police Station, after days and nights of careful watching, was successful in landing a well-known Chinese merchant, of Pitt-street, Sydney, on the charge of selling opium, reports the Evening Argus of the 11th ult. About 6 o'clock Sergeant O'Dea, who was watching the merchant's premises, saw a delivery wagon drive up to the door, and take away two small boxes. The delivery cart went in the direction of the Central Railway Station, and Sergeant O'Dea hastened to the station, and awaited the arrival of the wagon. He had been there only a few moments when the driver arrived, and proceeded to deposit with the railway officials two boxes addressed to Tamworth. Sergeant O'Dea questioned the driver as to the contents of the boxes, but not receiving satisfactory replies, opened them, and found stowed away under some potatoes three tins of opium in each box. Sergeant O'Dea took possession of the boxes, and proceeded to the Chinese merchant's store, where he arrested him, and took him to the Regent-street Police Station.

SHIPPING AND MAILS.

MAILS DUE.
French (Sydney) 27th inst.
Indian (Gregory Apar) 28th inst.
American (Cebu) and prox.

The P. M. S. S. Co.'s s.s. *Siberia* is due to arrive in Hongkong between 4 and 6 p.m., on 25th inst.

The "Bea" Line's s.s. *Banader*, from Midland and London, left Singapore on 22nd inst., for this port.

The Imperial German Mail s.s. *Gulden*, which left here on 24th inst., arrived at Genoa on 22nd inst., at 11 a.m.

The N. Y. K. s.s. *Tokushiki Maru*, Bombay Line, left Moji for this port on 23rd inst., and is expected here on 29th inst.

The N. Y. K. s.s. *Atsuta Maru*, European Line, left Shanghai for this port on 24th inst., and is expected here on 27th inst.

The N. Y. K. s.s. *Kure Maru*, Australian Line, left Nagasaki for this port on 24th inst., and is expected here on 28th inst.

The O. S. K. s.s. *Tacoma Maru* from Tacoma left Shanghai for this port on 23rd inst., at 4 p.m., and is expected to arrive here on 25th inst., p.m.

The N. Y. K. s.s. *Aki Maru*, American Line, left Kobe for this port via Moji and Shanghai on 24th inst., and is expected here on 29th inst.

SAVED BY THE "DORTMUND."

CHINAMAN STRANDED ON ANAMBA.

The German steamer *Dortmund*, Capt. M. Malchow, one of the freight steamers of the Hamburg-Amerika Line, passed the Anamba Islands on September 16th about noon. The S. W. Monsoon was blowing very strong and the sea was very high.

On the outlying rock Topook Nanas, more than 25 miles from the main islands, about 70 feet high and covering about 300 square feet, the chief officer observed a man, standing motionless on the highest peak of the little rock. When the steamer approached the rock within a mile the man waved wildly some green branches, to attract the attention of those on board.

The Captain at once hoisted, navigated the *Dortmund* to leeward of the rock and ordered a lifeboat to be manned to try to rescue the shipwrecked man. The lifeboat under command of the second officer, Mr. O. Heintz, manned by seven Chinese sailors left the steamer, which was lying about half a mile from the rock. After nearly one hour's pulling against strong current, wind and heavy sea, the boat came near to the rock. But the heavy surf caused by the breaking seas upon the off-lying reefs did not permit the boat to come to land and take the shipwrecked man on board.

The most difficult work therefore remained to be done, for the reefs extend about 40 feet from the rock, and consist of sharp corals, protecting the rocks, on which thousands of sea-gulls and other birds have their nests, and preventing any human being from landing on the bare island under such conditions.

The map on the island several times tried to reach the boat by swimming the short distance, but was always drawn back by the surf of the breaking seas. He soon got exhausted and sat hopelessly down on the rock.

The second officer thereupon tied a small line to one of the boat hooks and managed to throw this as a harpoon to the man, who at once understood the meaning of this manoeuvre. He tied the rope round his body and jumped into the breaking sea again. This time the sailors pulled the boat away from the shore and hauled in the line to which the man had lashed himself. Dragged over the reefs, he was skinned badly, but at last was safe in the boat, and about ten minutes later was on board the *Dortmund*, where his skinned legs were treated and bandaged, and where he received dry clothes and food.

No one on board could understand the shipwrecked man, who was a Chinaman, but so far as the Captain could make out he had been ashore there about eight days and had no food during this time. The Chinaman was on the way to Singapore with coconuts in a small boat. His shipmates were apparently drowned. The Captain of the *Dortmund*, who has had several times opportunities of taking shipwrecked men off sinking ships, declares that all the dangers in the open sea are small compared to those encountered on this occasion, to rescue a man from a bare rock so surrounded by coral reefs, that it was impossible to come close to. The greatest credit is due to Mr. Heintz for his skilful management of the boat, by which he reassured the Chinaman and gave him courage to attempt the journey through the surf. — *Singapore Free Press*.

BANANA STRALLERS PONISHED.

SUCCULENT EDIBLES—TEMPTED THIEVES.

Chicken stealers occasionally stimulate the activity of peaceful folk but by way of diversion two members of the inveterate thieving fraternity of the Colony the other day transferred their pilfering propensities to the prosaic banana. The rascally ones, it appears, were driven to the act owing to circumstances over which they had no control, so to speak. According to the story told to the presiding magistrate this morning, it seems that a number of baskets containing bananas were lying on the pavement in a certain locality prior to being shipped. The presence of the delectable morsels intensified the thirst of the well-to-do, and selecting a basket containing a particularly juicy bunch, the delectable ones gently approached it, and, unfastening the basket, snatched a godly number of the fruit. They were about to beat a hasty retreat, when they suddenly felt themselves roughly handled by the collar, and the next moment found themselves in the company of one of His Majesty's guardians of the peace, minus the bananas. They appeared in the Police Court this morning and were each given seven days' State lodgings.

THE PHILIPPINES.

RICH GOLD FINDS.

What will produce the biggest mining sensation that has ever struck the Philippines has just been announced by the Turobaga Mining Company, says the Manila Times. Ore has been brought up which has been estimated by the Bureau of Science to run to the fabulous value of 30,000 to the ton.

The mine is located in Mambulao, province of Ambos Camarines, and is the property of Judge F. B. Rogers and others. The ore referred to has been taken from what is known as the Old Tumbaga mine. A shaft of 95 ft. depth has existed for a number of years, and has intermittently been worked by natives of the district. As the mine is in a low level country, it was necessary to bail out the water with buckets. This work took about fifteen days, and as a result the labourers were enabled to work only six hours. Even under these difficulties the labour was highly productive.

Recently the Tumbaga Mining Company have taken hold of the property, and have installed a complete new plant, including a Huntington mill, pumping plant, hoisting plant, rock crushers, concentrators, &c. The mine has been pumped out, and the astonishingly rich ore specimens which have just arrived in Manila are the first indication of the great value of the property.

The richest material is in a 3-inch vein, but alongside of this is a 6-inch vein which runs at least 300 feet long.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:

The week under review has been a dull one, so far as local stocks are concerned but a large business has been done in Rubber shares.

Banks.—Hongkong and Shanghai Banks have been a firmer market during the week and sales have been effected at the improved rate of \$905. The London rate is unchanged at \$93. Nationals continue in demand at \$65.

Marine Insurance.—Cantons are slightly weaker, and on offer at \$180. Unions have strengthened and buyers prevail at \$242. In the North, both Yangtzes and North Chinas are quiet at quotations.

Fire Insurance.—China Fires are neglected at \$115. Hongkong Fires have improved to \$360, at which rate sales have taken place.

Shipping.—There are sellers of China and Manillas at \$81. Douglas are quiet and offering at \$31. In their report for the year ending 31st June, 1909, just issued to shareholders, the general managers state that after paying all running expenses, premia of insurance, remuneration to consulting committees and auditors' fees, there remains a balance at credit of Profit and Loss account of \$1,311,554 which with the approval of shareholders will be transferred to the reserve fund; from which, in order to provide for depreciation of the Company's properties, it is proposed to take the sum of \$35,950.33. The reserve fund will then stand at \$2,300,000. Hongkong, Canton and Macao Steamboats are obtainable at \$114. Indos are quiet and without business to report at \$50. In the North there are sellers at Tls. 44. Shell Transport continue firm and inquired for at 70/6d.

Refineries.—China Sugar have ceased down to \$146, at which rate sales have taken place and further buyers prevail. Lucas are offering at \$21. Perak Sugar have risen to Tls. 310, at which price they have been sold in the North.

Mining.—Sales of Chinese Engineering are reported at Tls. 18. Raubs have found buyers at \$5 and \$8.20.

Docks, Wharves and Godowns.—Kowloon Wharves have ruled firm, and after sales at \$61 are in demand at the rate. Whampoa Docks have weakened to \$56, at which they are on offer. Shanghai Docks are obtainable at Tls. 78. Hongkew Wharves are slightly easier, and can be had at Tls. 147.

Lands, Hotels and Buildings.—Hongkong Hotels are unaltered and can be secured at quotations. Hongkong Lands have sellers at \$104. Humphreys Estates are weaker and offering at \$92, with possible sellers at a lower rate.

Cotton Mills.—Hongkong Cottons have again been dealt in at \$64 closing with further buyers. Ewos have slightly improved and can be placed at Tls. 137. According to latest mail advices to hand from the North, changes in other Northern mills are as follows:—Internationals Tls. 89. Lou Kung Mows Tls. 111. and Soy Chees Tls. 460.

Miscellaneous.—China Boreas have inquiries at \$19. China Light and Powers are out of favour and can be had at \$64. Dairy Farms remain firm and buyers have offered \$184. Hongkong Electric have changed hands at \$24, during the early part of the week, but at the close there are buyers at \$24. Hongkong Ropes are in request at \$23. During the week Sumatras rose to Tls. 126, in the North, but a further drop took place and at the close sales are reported at Tls. 108. Langkats continue to decline, and are nominally quoted at Tls. 850.

Rubbers.—The Rubber market has displayed considerable activity during the week and a marked advance in the prices of nearly all rubber stocks has taken place, in sympathy no doubt with the rise in the prices of Para and Plantation rubber, the latest quotation we have to hand giving 9/- per lb. for the former and 9 1/2/- per lb. for the latter. A fair volume of business has been done at increasing rates, closing with a further upward tendency. Anglo-Malays are in demand at 11/6d. Malayones are firm and have inquiries at \$68 (Singapore). Castles are sold at 55/- and more can probably be had at 57/6. Golconda have been sold at 53/-, and Damanias at 66/-. Kuala Lumpurs have improved to 63/- at which rate buyers prevail. Linggis have been dealt in to a fair extent at 23/- and 23 1/2/- ex div, and in the close more are wanted at 24/-. Ragallas have declined to 22 (S'pore), but close in demand. Ledbury's have changed hands at 43/6, and 44/- and are now inquired for at 47/6. Shellfords have been sold at 31/6 and 34/-. Sungai Chops have found buyers during the week at 32/-, 35/- and 37/- closing with more inquiries. Sungai Kapar have been done at 73/-, 73/6 and 74/- and more can be placed at the higher rate. Sekongs are in demand at 20/- Singapore Johores and Sandycrofts are on offer at \$300 (S'pore) and \$700 (S'pore) respectively. Sagars are in favour at the increased rate of 95/- with no sellers under 105/-.

Exchange.—The Banks selling rate on London is 1/8 15/16 on demand. The T/T rate of Shanghai is 744.

Dividends Payable.—Green Island Cement—Interim of 35 cents per share for account 1909 payable on the 25th inst. Highland and Lowlands.—Interim of 1/6 per share for a/c 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement 19th September: October 30th October. November 29th November. December 29th December.

Prof. Edgar Lee Hewett, of the Archaeological Institute of America, has discovered in the north-east of Arizona a cave much larger than the celebrated Kentucky cave. Among some ruins in the vicinity he discovered relics and household articles, the remains of an ancient race unknown to archaeologists.

S.S. "VUENSANG" SEIZED AT MANILA.

MORPHINE FOUND ON BOARD.

We take the following from the Manila Times of the 20th inst.:—Last Friday the British steamer *Vuensang* was, as a matter of fact, seized by the Customs authorities because a consignment of morphine was found on board by the secret service. By putting up a guarantee for the payment of whatever fine should be assessed, the local agents, Smith, Bell and Company, were allowed to clear the vessel for Hongkong on Friday afternoon.

A consignment of morphine contained in 40 packages, containing 1,342 kilos addressed to Francisco Manuel, at 20 Calle Tello, Toledo, was found on the vessel. In addition to this amount four packages of the morphine in powdered form was found on the person of another Filipino. This man went on board the vessel to get his property, and seeing that he was watched by the customs guard he jumped overboard, in the meantime losing hold of the morphine which came to the surface of the water and was confiscated by the customs.

YOUNG JAPAN.

A SYDNEY SCHOOLMASTER'S IMPRESSIONS.

Mr. D. T. Wiley, the headmaster of the Newtown Superior Public School, who has been touring in Japan, has written a letter from Yokohama to Mr. Dawson, the Chief Inspector of Schools, Sydney, from which the following extracts are taken:—"Landing at Nagasaki, I have just finished a 1,000 miles' railway trip through the country in six days, stopping off at Moji, Shimomoseki, Myayama, Hiroshima, Kyoto, and Tokio. It is the loveliest land I ever saw. The choicest pictures of Japan we in Australia have ever seen may be multiplied and varied ten thousand times through the land. The industry which has levelled and terraced every available yard of land, often 2,000 ft. up the mountain sides, which has utilised the abundant water for irrigation, is incalculable. Yet at the same time the picturesque scenery has been only enhanced, while neatness, cleanliness, and order are evident everywhere but in the seaport towns. I have received from high and low official (probably noble), storekeeper and peasant, nothing but the utmost courtesy and consideration, and have received the most honest treatment. The railways are very comfortable; run at good speed and time, and arrangements for refreshment are excellent. Of course I have had an eye to schools all the time, and have passed hundreds. Usually the most notable building in a village or small town (after the temple) with abundance of lighting, generally one side almost entirely glass, a good playground, often furnished with means of play—as a 'giant stride.' The drill of the pupils seems a very important feature. Everywhere at recess times we saw lines of children managed with magnificent discipline and order. The children generally wear native dress, but the boys nearly always a black small-peaked cap, with a little gilt badge in front; it gives them a uniform appearance.

TWO HOURS IN A PRIMARY SCHOOL.

"I spent a couple of hours yesterday in a school I selected at random—I believe a typical large school, what I saw through the country were very similar. It is the Sakamoto school (primary), in Tokio, and the principal who conducted me over the premises is Mr. T. Mohonsha. I simply without any authority or notice whatever, rode to the gate in rickshaw. A porter was sweeping the entrance. I sent in my card, and was invited into the principal's room by an attendant, who next minute brought in a pot of tea (Japanese green, without milk or sugar). In a few minutes the principal arrived—a slight small man, of delicate features and physique. He spoke English with great difficulty, though he understood me pretty well, and read and wrote more easily than he spoke. I found this very common. Japs can often hear and read and write pretty well, but for want of practice and modesty, find talking very awkward.

However, we managed to understand one another, and with the utmost courtesy he showed me the whole premises. The building is of wood, two-storied. Class-rooms were all single, except the music hall, which held about 300. Single or dual desks with top movable to position, and receptacle to hold material—every scholar had a uniform box or tray on the desk for articles, brushes, etc., in use. Every sewing girl had a clever little jap box with a couple of trays—sewing below; cotton, etc., above; and thimble, scissors, needle, etc., on top, cover over. Slates were used always with a dry felt writer. Drawing was from printed copies. I saw many classes at writing lesson; always the work was done with a brush as an arm movement, the hand having no rest whatever, and I think this practice is the secret of the wonderful skill in manipulative work which is characteristic of the people—free-arm drawing. The attendance of children is 1,200, and the staff numbers twenty-four teachers. Generally fifty to sixty children are taught by one teacher (teachers are all adults), in one case one hundred. The principal explained that 'the teacher is very skilled.'

LARGE AND WELL-LIGHTED ROOMS.

The rooms are the airiest and best lighted I ever saw—side light, the outer wall of each room almost entirely glass, the inner glazed, above shoulder level of a man, the sashes movable open on the corridor, which is chiefly glass in side. The rooms were scrupulously neat and clean. With classes in or empty there was no sign of disorderly material or of litter of any kind. They were bare; only in a few rooms a few photographs and some gaudy figures of a mythological and religious monsters, and a couple of simple oil-lamp maps in one room—Japan and the World, but there is a special map and diagram room, where, hanging on racks, are series (several dozens) of coloured, inexpensive illustrations of industries, geography, physical features, etc., of things foreign to Japanese, maps, etc. Another

Today's Advertisement.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"SOMALI."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 24th September, 1909.

large room contained glazed cases of scientific apparatus, and another of illustrations of natural history, stuffed animals and birds, etc. "I thought these rooms for illustrations could not have been furnished for less cost than £200. Some children's work also appeared—simple modelling in clay. I could not find that hand work was further carried on in primary schools, except in the lowest classes. I saw paper folding and cutting, and some stick work, as in Kindergarten—a large room is provided for Kindergarten games.

In every room a small organ is provided; in the music room a very fine piano and large organ. Even in the playground a small movable organ on platform, and under shade directed the physical training. In every room we visited the teacher gave signals by word or chord on the instrument. Instantly all work ceased; was put away. Pupils stood, and, in splendid time, turned towards us, and made a most graceful bow. Their work proceeded just as usual. The attention and industry were excellent. Nearly every hand raised to answer; given in a very fluent, audible manner. I arrived at morning recess of some classes. Playground being limited, classes used it, in turn. About 100 girls were having musical organised play—much like our quadrilles—to organ music, and thoroughly enjoyed it. Later on, 100 boys then formed a hollow square, and an organised game of "fly the garter" went on—four boys at a time ran swiftly to the centre, flew first over one, then over the other, and back to their places. The lads were in high glee, and yet under fine control; those waiting their turn jumped and capered, yet no disorder.

SPECIAL ATTENTION TO PHYSICAL TRAINING.

Afterwards, in partly enclosed hall, another 100, to music, went through breathing exercises, and arm and leg combined (very fine) physical drill in splendid time, and with a vim which we only see at school sports and displays. To this physical training the Japs pay special attention, and it must produce a tough, alert people. The Japs have solved the heat difficulty in their playground. The floor is cemented, dark in colour, but uprights on the outside, with cross beams, carry light bamboo latticing or open matting, at height of about 2 ft., affording a splendid partial shade for play and drill.

This drill and discipline is a very noted feature through Japan, which is undoubtedly a military people, and intend to keep the military spirit alive. When in Kyoto, I saw all the school children of primary and high schools (all the latter in uniform) line the main street for a mile to receive the Crown Prince and his young wife, who were paying a ceremonial visit to the tombs of their ancestors, and all these boys and lads marched and acted as soldiers. — *Evening News*.

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE DAIRY FARM CO., LIMITED

Hongkong, 15th September, 1909.

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDECK, MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

(17)

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 125.



Hongkong, 24th September, 1909.

(18)

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec,
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express-Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port, 1st Class, 1st Cabin, 1st Stowage, apply to—

W. W. KILGUS, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	"HANGSANG"	MONDAY, 27th Sept., 4 P.M.
SINGAPORE, PENANG & CALOUTTA, KUMSANG	"TIENTSIN"	TUESDAY, 28th Sept., 3 P.M.
TIENTSIN v. CHEFOO & WAIWEI, CHUPHUNG	"TIENTSIN"	TUESDAY, 28th Sept., 4 P.M.
MANILA	"LUONGSANG"	FRIDAY, 1st Oct., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 8th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	WEDNESDAY, 13th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Katsang", "Nansang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ubefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantai, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers, Hongkong, 24th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU & ILOILO	"KAIFONG"	26th Sept., Daylight.
SHANGHAI	"LIAN"	26th " " "
HOIHOW & KEBAO	"JUAN"	26th " " "
CEBU & ILOILO	"CHILIL"	26th " " "
MANILA	"KAM"	27th " " 4 P.M.
TSINGTAI, CHEFOO & NEWCHANG	"KWILYANG"	28th " " 3 P.M.
SHANGHAI	"CHIN HUA"	28th " " 4 P.M.
SHANGHAI	"UEHMAN"	30th " " "
MANILA	"TAMING"	31st Oct., Daylight.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSHA"	5th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chinghai) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Hongkong, 24th September, 1909.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAPIO	9500	R. Rodgers	MANILA	SATURDAY, 25th Sept., at Noon
RUBI	9500	R. W. Almond	"	SATURDAY, 2nd Oct., at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS, Hongkong, 24th September, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, (PROPOSED SAILINGS FROM HONGKONG.)

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKO.	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 26th Oct., at Noon.
Do	"FITZPATRICK" Capt. E. K. Hitchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIGO MARU" H. Murayama	SUNDAY, 26th Sept., at 10 A.M.
ANPING via SWATOW and AMOY	"SOBU MARU" Captain T. Sugi	WEDNESDAY, 29th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fookchow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON	"HITACHI MARU" Capt. N. Matsumoto, Tons 7000	WEDNESDAY, 29th Oct., at Daylight.
ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KANAGAWA MARU" Capt. J. Nagai, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"TANGO MARU" Capt. S. Ishikawa, Tons 8000 "AKI MARU" Capt. K. Sato, Tons 7000	TUESDAY, 28th Sept., at 4 P.M. TUESDAY, 12th Oct., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"KUMANO MARU" Capt. M. Wierck, Tons 6000 "YAWATA MARU" Capt. T. Sakine, Tons 5000	THURSDAY, 30th Sept., at Noon. FRIDAY, 29th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sakine, Tons 5000 "WAKASA MARU" Capt. N. Nielsen, Tons 6500	WEDNESDAY, 10th Sept., at Noon. FRIDAY, 1st Oct., at 5 P.M.
SHANGHAI, MOJI and KOBE	"TOTOMI MARU" Capt. R. Smith, Tons 4500	SATURDAY, 2nd October.
BOMBAY, via SINGAPORE and COLOMBO	"TAKASAKI MARU" Capt. A. Mocker, Tons 5000	TUESDAY, 28th September.

* Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyazaki Maru (Capt. T. Mura) About Wednesday, 20th October.
Kitano Maru (Capt. F. E. Coffe) About Wednesday, 17th November.
Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager. (117-118)

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from Hongkong for BOMBAY, etc., on SATURDAY, the 2nd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mooltan", 9,621 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Arabia", due in London on 13th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th September, 1909. [4]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "FLINTSHIRE."

Captain G. G. Condy, will be despatched as above on the 2nd October.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 22nd September, 1909. [637]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Swatow	6,231	S. Shotton	1909 2nd Oct.
Oceanic	4,657	F. W. Davies	21st Oct.
Kumeroo	6,231	J. Maibie	18th Nov.
Aymorio	4,363	Boyd	16th Dec. 1910
Sunder	6,231	S. Shotton	13th Jan.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd September, 1909. [10]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER-PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th September, 1909. [18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER
"KWONG SAI" Capt. M. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none in the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4. Meals, \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and ISHIO, ON S.S. CO., LD., No. 6, Queen's Road West, Hongkong, 24th Sept., 1909. [16]

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ, CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "SURUGA" On 4th October.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 15th September, 1909. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd September, 1909. [67]

For Sale.

FOR SALE AT GRACA & CO. 27, Des Vieux Road.

VIEW Post Cards and Asiatic Postage Stamps.

Novels, Books for parlour and household use.

"The Doctor at Home"—1909 edition. Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums. Toy Books for Children.

Mailla Cigars and Cigarettes. Stamps in Sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

Postage Stamps, Catalogues by Lincoln, Scott, Stanley Gibbons, Scott and Tailleur.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Movable Leaf Albums, Tweezers, Magnifying Glasses, Perforation Gauges.

Water Mark Detectors.

Massey's Commercial Map and Directory, &c., &c., &c.

Inspection invited. Hongkong, 6th September, 1909. [6]

REGRET

You will NEVER if you VISIT

MOHIDEEN & THAHA

in D'AGUILAR STREET, the

NEW JEWELLERS AND DEALERS

in CEYLON PRECIOUS STONES

of every description, and other GEMS.

Hongkong, 31st August, 1909. [69]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE

15, D'AGUILAR STREET, HONGKONG.

Hongkong, 24th September, 1909. [11]

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	1/8 1/2
Do. demand	8 15/16
Do. 4 months sight	1/9 1/16
France—Bank T.T.	1/2 1/2
America—Bank T.T.	1/2 1/2
Germany—Bank T.T.	1/2 1/2
India T.T.	1/2 1/2
Do. demand	13 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. 100	74 1/2
Japan—Bank T.T.	84 1/2
Java—Bank T.T.	104 1/2

Buying.

4 months sight L/O.	1/9 1/16
6 months sight L/O.	1/9 1/16
30 days sight San Francisco & New York	1/9 1/16
4 months sight	44 1/2
30 days sight Sydney & Melbourne	1/9 1/16
4 months sight France	2 1/2
6 months sight	2 1/2
4 months sight Germany	1 1/2
Bar Silver	23 1/2
Bank of England rate	21 1/2
Sovereign	11 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 24th at 12.10 p.m.—The barometer has fallen rapidly in W. Japan the depression lying over the Lower Yangtze yesterday, having now reached Korea Straits.
The barometer has fallen a little over the Philippines, and risen slightly over China.
Pressure is highest to the E. of Japan.
The wind will probably shift to the N.E. again in the Formosa Channel by to-morrow.
Light or moderate variable winds may be expected over the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day 0.19 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, W. winds, light; showery.
- 2.—Formosa Channel, N.E. winds, freshen.
- 3.—South coast of China between Hongkong and Lamocks, S.W. winds, light.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.	
Traquebar, Dan. s.s., 2,356, Van Deus, 23rd Sept., Port Said 25th Aug., Gen.—M. & Co.	
Hunan, Br. s.s., 1,143, Hanson, 23rd Sept., Canton 23rd Sept., Gen.—B. & S.	
Somali, Br. s.s., 4,225, A. G. Cubitt, 24th Sept., Antwerp 14th Aug., and Singapore 19th Sept., Gen.—P. & O. S. N. Co.	
Feiching, Chi. s.s., 980, G. W. F. Newberry, 24th Sept., Canton 23rd Sept., Gen.—C. M. S. N. Co.	
Anhui, Br. s.s., 1,350, J. B. Harris, 24th Sept., Canton 23rd Sept., Gen.—B. & S.	
Huanggang, Br. s.s., 1,356, S. Wilde, 24th Sept., Canton 23rd Sept., Gen.—J. M. & Co.	
Yatsing, Br. s.s., 1,424, R. Houghton, 24th Sept., Chio-wang-tai via Chefoo and Weihaiwei 18th Sept., Gen.—J. M. & Co.	
Daigi Maru, Jap. s.s., 864, H. Murayama, 24th Sept., Swatow 23rd Sept., Tea and Camphor.—O. S. K.	
Helene, Ger. s.s., 771, J. Jensen, 24th Sept., Hoihow 23rd Sept., Gen.—J. M. & Co.	
Haining, Br. s.s., 1,367, W. O. Passmore, 24th Sept., Swatow 23rd Sept., Gen.—D. L. & Co.	
Teau, Br. s.s., 1,350, A. W. Outerbridge, 24th Sept., Manila 21st Sept., Gen.—B. & S.	

Clearances at the Harbour Office.

Helene, for Swatow.	
Anhui, for Shanghai.	
Somali, for Hongkong.	
Amoy, for Hongkong.	
Yatsing, for Manila.	
Daigi Maru, for Kowloon-chow-wai.	
Yatsing, for Hongkong.	
Yatsing, for Hongkong.	
Yatsing, for Hongkong.	

Departures.

Sept. 24.	
Kilano Maru, for Yokohama.	
Kilano Maru, for Yokohama.	
Kilano Maru, for Yokohama.	
Kilano Maru, for Yokohama.	
Kilano Maru, for Yokohama.	

Passengers arrived.

Per Daigi Maru, from Swatow.—Mr. Hooper, Rev. and Miss Spink, Police Sgt. Timmas, Mrs. Ch. Work and infant, Mr. and Mrs. H. Rogerson, Mr. and Mrs. Drew, Mr. and Mrs. H. Harrison, Mr. Eng. Comdr. Highton, and Mr. and Mrs. Ch. Meadows. From Singapore.—Mr. Richards and native servant, Mr. and Mrs. Loden and native servant, From London for Manila.—Mr. and Mrs. Hart and infant, For Shanghai.—Mr. and Mrs. Stanhouse, 2 infants and amah, Mr. and Mrs. Ch. Taylor and infant, Miss Taylor, Mr. and Mrs. Wilkinson, Mr. and Mrs. C. Porter, 2 infants and governess, Miss R. Colap, Mr. and Mrs. Hamilton, Miss Ferguson, Mr. Aites, Mrs. Rodgers, Capt. W. McClure, Mr. and Mrs. Ch. Tisdall and amah Mrs. M. Deuch, Mr. Ch. Sutherland, Capt. J. Woodham, and T. M. Yates. For Yokohama.—Mrs. Ch. Grayridge and amah, Mrs. J. Hall and infant, Misses Penrodocke, S. Sweet, and Rev. and Mrs. J. Pat.

Per Helene, from Hoihow—100 Chinese.

Per Haining, from Coast Ports.—Miss Grant, Masters H. and R. Greaves, and 310 Chinese.
Per Teau, from Manila.—Mr. and Mrs. Black, Mr. and Mrs. Brush, Messrs. Koenly, Villene, McCusker, Weigh, Miss Durrows, and 52 Chinese.

Passengers departed.

Per Kilano Maru, for Japan.—Messrs. A. Sutton, Furukawa, Mr. and Mrs. Ho Fook and family, Messrs. K. Kallima, T. Kallima, Wilton, Dr. A. Stanfield, Mr. K. Stakura, Baron and Baroness Urig, Mr. Z. Kamijis, Dr. R. Takahashi, Misses T. Mitani, T. Hagiwara, K. Otsushima, Otsuka Ichikawa, Dr. S. Fuchida, Messrs. S. Kashi, Kato, Ueki, K. Takada, S. Masuda and Y. Chuo.

Shipping Report.

Str. Haining, from Coast Ports.—Moderate S.W. wind and sea cloudy weather.

VESSELS IN PORT.

STAMPAERS.	
Amara, Br. s.s., 1,561, Mattock, 18th Sept., Sourabaya 9th Sept., Sugar.—J. M. & Co.	
Amigo, Ger. s.s., 822, H. Frandsen, 12nd Sept., Haiphong 17th Sept., and Hoihow 21st, Rice and Gen.—J. & Co.	
Bessie Dollar, Br. s.s., 2,797, A. Gow, 21st Sept., Tsingtau 16th Sept., Salt.—A. K. & Co.	
Carl Diederichsen, Ger. s.s., 774, J. Kaiser, 20th Sept., Pakhoi and Hoihow 19th Sept., Gen.—J. & Co.	
Chihli, Br. s.s., 1,135, J. Warrack, 22nd Sept., Wakamatsu 14th Sept., Coal.—B. & Co.	
Chosung, Ger. s.s., 1,020, J. Bruhn, 19th Sept., Bangkok 12th Sept., Rice and Meal.—B. & S.	
Derwent, Br. s.s., 1,562, J. Jenkins, 18th Sept., Saigon 13th Sept., Gen.—Man Fat & Co.	
Empress of India, Br. s.s., 3,032, A. Hall, 17th Sept., Vancouver 25th Aug., and Shanghai 14th Sept., Mails and Gen.—C. P. R. Co.	
Harford, Br. s.s., 2,716, Pope, 21st Sept., New York 10th June, and Luban 13th Sept., Kerosine Oil.—S. O. Co.	
Huichow, Br. s.s., 1,117, E. Forsyth, 23rd Sept., Canton 22nd Sept., Gen.—B. & S.	
Kailong, Br. s.s., 937, Cole, 13rd Sept., Iloilo 18th Sept., Gen.—B. & S.	
Kumsang, Br. s.s., 2,077, E. J. Buller, 19th Sept., Calcutta via Penang and Singapore 14th Sept., Gen.—J. M. & Co.	
Macchew, Ger. s.s., 998, R. G. Zollner, 21st Sept., Bangkok 10th Sept., Gen.—Yuen Fat Hoag.	
Ningpo, Br. s.s., 1,228, Richards, 8th Sept., Swatow 7th Sept., Ballast.—B. & S.	
Nippon, Aust. s.s., 4,024, E. Tarnobien, 23rd Sept., Shanghai 19th Sept., Gen.—S. W. & Co.	
Nippon Maru, Jap. s.s., 3,452, W. E. Filmer, 13th Sept., San Francisco via Ports 17th Aug., Mails and Gen.—T. K. K.	
Phuyen, Fr. s.s., 1,299, Chemesson, 12th Sept., Iloilo 8th Sept., Ballast.—B. & S.	
Prinz Sigismund, Ger. s.s., 3,300, D. Lenz, 21st Sept., Sydney 26th Aug., and Manila 18th Sept., Gen.—M. & Co.	
Shantung, Br. s.s., 1,831, Robinson, 20th Sept., from Sourabaya, Sugar.—B. & S.	
Shibetoro Maru, Jap. s.s., 2,478, S. Atsumi, 22nd Sept., Moji 15th Sept., Coal.—M. B. & Co.	
Tango Maru, Jap. s.s., 4,627, S. Ishikawa, 16th Sept., Shanghai 13th Sept., Lumber and Coal.—N. Y. K.	
Telemachus, Br. s.s., 1,340, G. Edwards, 12th Sept., Saigon 7th Sept., Rice and Gen.—Wo Fat Sing.	
Thorid, Nor. s.s., 1,091, J. Jorgensen, 23rd Sept., Bangkok and Swatow 21st Sept., Gen.—Kin Tye Loong.	
Wongkoi, Ger. s.s., 1,115, W. Reher, 23rd Sept., Bangkok 14th Sept., Rice and Meal.—M. & Co.	
Zafro, Br. s.s., 1,629, R. Rodger, 22nd Sept., Manila 19th Sept., Hemp and Gen.—S. T. & Co.	

SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,969, J. White, 28th Aug., Canton 27th Aug., Ballast.—S. O. Co.	
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug., New York 9th April, Kerosine.—S. O. Co.	

Steamers Expected.

Vessels	From	Agents	Due
Derfflinger	Shanghai	M. & Co.	Sept. 24
Tacoma Maru	Shanghai	O. S. K.	Sept. 25
Belgavia	Singapore	H. A. L.	Sept. 26
Singapore Maru	Singapore	M. M.	Sept. 27
Huichow Maru	Shanghai	N. Y. K.	Sept. 27
Yamato Maru	Shanghai	N. Y. K.	Sept. 27
Kumano Maru	Nagasaki	N. Y. K.	Sept. 28
Benzel	Singapore	G. L. & Co.	Sept. 28
Gregory Apari	Singapore	D. S. & Co.	Sept. 28
Takasaki Maru	Yokohama	N. Y. K.	Sept. 29
Totomi Maru	Tuticorin	N. Y. K.	Oct. 1
China	Yokohama	N. Y. K.	Oct. 2
Aki Maru	Yokohama	N. Y. K.	Oct. 3
Ischia	Bombay	C. & Co.	Oct. 6

DOCK RETURNS.

On Lee	at Kowloon Dock.
H.M.S. Cadmus	" "
H.M.S. Sandpiper	" "
Vasco de Gama	" "

TAIKOO DOCKS.

Phuyen	at Quarry Bay Docks.
St. Enoch	" "
Ningpo	" "

Ships Passed The Canal.

6th August—Derfflinger, Conisdon, Hakata Maru, Polynesian, Tyden, 10th August—Scandia, Glenroy, Bingo Maru, Nicomedia, York, Pathan, 13th August—Ceylon, Yun-nan, Armand Bahig, Kintuck, Mamoon, 17th August—Bendara, Prince Kital, Friedrich, Desclon, Simla, 20th August—Indra, Patankur, 19th August—Okanawa, 21st August—Kangas, St. Patrick, Maitre, Monmouthshire, Seneca, Dr. Sorel, Kanachi Maru, Cardigan, 27th August—Belgavia, Tranquille, Kano Maru, Caladon, Malta, Tunkal, Somali, 31st August—Myrmidon, Benzalder, Ghass, Lutnow, Kilano Maru, Patrocin, 3rd September—Sydney, Prince Ludwig, Wakasa Maru, 7th September—Stam, Sanuki Maru, Segovia, 10th September—Antenor, Bloomfontein, Ernest Simons, Glenlogan, Glenash, Oopack, Palmaris, Sardinia, Telamon, 14th September—Benavon, Benavolich, Bruconshire, Jason, 17th September—Asiyanas, Sado Maru, Golden, Tourane, Peking, 21st September—Peking, Indra-maya, Hwa Maru, Sambla, Glenash.	
--	--

Arrivals at Hong Kong.

Sept. 24.	
Sept. 25.	
Sept. 26.	
Sept. 27.	
Sept. 28.	
Sept. 29.	
Oct. 1.	
Oct. 2.	
Oct. 3.	
Oct. 4.	
Oct. 5.	
Oct. 6.	

Barometer.

Barometer 29.87

Temperature 85

Humidity 79

Rainfall 0.11

HONGKONG TIDE TABLE.

From September 24th to 30th, 1900.

HIGH WATER.		LOW WATER.	
Time	Height	Time	Height
Sept. 24	10.15	Sept. 24	4.15
Sept. 25	10.15	Sept. 25	4.15
Sept. 26	10.15	Sept. 26	4.15
Sept. 27	10.15	Sept. 27	4.15
Sept. 28	10.15	Sept. 28	4.15
Sept. 29	10.15	Sept. 29	4.15
Sept. 30	10.15	Sept. 30	4.15

CHINA COAST METEOROLOGICAL REGISTER.

September 23rd, 1900, a.m.

Bar. Th. Hum. Wind W.

		Bar. Th. Hu. Wind					
divostock	7 a.m.	—	—	—	—	—	
muro	6 a.m.	—	—	—	—	—	
akodate	10	—	—	—	—	—	
ko	10	—	—	—	—	—	
chi	10	—	—	—	—	—	
gasaki	10	—	—	—	—	—	
yoshima	10	—	—	—	—	—	
shima	10	—	—	—	—	—	

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 5, The Upper Road, in the City of Hongkong.

ESTABLISHED IN 1882. CAPITAL £3,000,000



High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES

BARRETTO & CO.,
AGENTS.

HEYMANS BUTTER

SIEMSEN & CO., Sole Agents

REMINGTON TYPEWRITERS WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS

1'ongkong, 1st August, 1900.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL,

Telephone No: 924

BEG to notify the Public that a modern and up-to-date Bakery and Cafe under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only 1st class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI,
for the Bakery and Confectionery Department.
The long experience of both Gentlemen in up-to-date establishments on the Continent, is
the best guarantee that only the best ever produced in the Colony will be supplied.
The patronage of the Public is respectfully solicited.
HONGKONG, 30th September, 1894.

BELLE VIEW HOTEL.

SHAUKIWAN ROAD

(Telephone No. 007.)

XX/ITHIN easy distance of Town by Motor-car or Trams.

A Pleasant Evening's Drive.

Meals à la Carte.

Ice-cold Drinks.
Airy Rooms—Sea-water Baths

Charges Moderate.

Hongkong, 11st September, 1909

F. BLACKHEAD & Co.
SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED, HAND
BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR-
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM

FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.
EVERY KIND OF

**SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.**

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO

LI KWONG LUONG & CO.,
司公器廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their

FURNITURE STORE
at
No. 30, DES VIKUS ROAD CENTRAL.
The only Shop in Hongkong with this name.
THESE HIGH-CLASS FURNITURES

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co. Firms and other

to the various Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

"We have pleasure in stating that Mr. L. KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(34) A. S. WATSON & Co.
25th May, 1891.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED
Hearings, 14th August 1952